

NO. 1401.

WASHINGTON, D. C., SUNDAY, AUGUST 7, 1910.—THIRTY-FOUR PAGES.

OZARK TARS DENY
BAD FOOD TALESStory of Ill-treatment Also
Branded as False.

DESERTERS REPORT IN

Readily Admit Conditions Were
Greatly Exaggerated.

Tanned, Healthy, and Happy Band
of Jackies Swing Kits Over Their
Shoulders When Monitor Docks,
and Every One Answers Roll Call
with Satisfied Ring in Voice, De-
spite Statements of Mutiny.

From Capt. S. W. Stratton and officers
of the good ship Ozark to the humblest
galley boy in the seamen's mess the story
of ill treatment during the cruise of the
Naval Reserves, circulated by five de-
serters, was denied when the monitor
docked yesterday.

So irate were the crew over the tales
of bad food, inhuman treatment, and
hard work aboard that they obtained
permission from Capt. Stratton to cir-
culate a petition of denial, and every man
who made the cruise signed it.

It is said Burnett Hibbs and Frank Ken-
ney, two of the five lads who jumped
ship at Annapolis, and who were wait-
ing at the wharf when the Ozark steamed
in yesterday, declared to their angry
messmates that the stories they told had
been exaggerated.

Young Deserters Report.

With a bevy of young jackies around
them asking what they meant by start-
ing the anvil chorus against their ship,
they were not so certain the food was
bad and the work too hard to be borne.
The young deserters "reported in" as
soon as the gangway was lowered, evi-
dently with the intention of escaping a
formal charge of ship-jumping.

The other boys were on the docks dur-
ing the morning, but did not report dur-
ing the day.

It was a mystery on board the Ozark
how the report could have been printed
in a Washington newspaper that twenty-
five men had jumped from the ship at
Annapolis. Most of the reserves were
willing to charge it up to the ambition
of overzealous reporters.

It was a tanned, healthy, and happy
band of amateur jackies who thronged
aboard, with their kits swung over their
shoulders, after the last muster yester-
day afternoon. When "quarters" was
sounded, half an hour after the monitor
had warped into the wharf, the reserves
sprang to their ranks like veteran sea-
men, and there was a satisfied ring in
every voice as each answered to his
name.

Scramble for Homes.

As soon as roll call was over there was
a scramble for kits and hammocks, and
five minutes later, still clad in spotless
"whites," they poured across the gang-
way and swung aboard uppers cars to
the tune of rousing cheers for Capt.
Stratton and the Ozark.

There was not a note of discussion in
the general denial of the lurid tales of
brackish water and filthy food that have
been startling the National Guard and
regular army and navy alike.

Maj. Le Roy Herron, inspector gen-
eral of the militia who boarded the
Ozark at Indian Head, branded the
charges groundless in his report to Dis-
trict headquarters. Capt. Stratton told
the same story, but the most significant
denials came from the crew.

"The mess call always brought the
boys on the run," said Yeoman William
C. Holmes, in his report of the cruise,
which goes to headquarters as official.

"Food was served regular" style, and
the boys enjoyed every bite of their
appointment of meat, potatoes, jam,
coffee, bread, and butter. The menu was
changed daily, and there was no op-
portunity for the men to become tired
of steady lay-outs.

"An unusual amount of shore liberty
was given on this cruise, many going
ashore at Old Point, Norfolk, and Port-
smouth.

No Sickness Aboard.

"There was not a single complaint of
sickness of a serious nature aboard the
Ozark. The general conduct of the re-
serves was exemplary, and no com-
plaints of disorderly conduct were regis-
tered. Several of the newly enlisted
men succumbed to the temptation of
jumping quarters, and had a few extra
hours' work added to their daily duties,
but none of the offenses was of a char-
acter demanding serious consideration,
and the ship holds a record in that not
a single man was put in the brig."

The only grounds possible for the
charges of the deserters was a breakdown
in the water coolers during the first two
days of the cruise, which made it neces-
sary to use tepid water for drinking. But,
according to the men, nobody minded
much.

Cruise Was Success.

"In spite of the fact that the maneu-
vering waters were not reached by the
Ozark, the cruise proved a remarkable
success," said the report.

Capt. Stratton had a good word to say
for his first crew. He said the fire and
engine forces were the best he had ever
sailed with, and that his officers showed
themselves efficient in every emergency.

"In regard to my failure to make a
report of the desertions," said the com-
mander of the Ozark, "it might be well

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Wonderful Mountains of Western North
Carolina, Asheville, N. C., \$3.00 round
trip. Leave Washington 9 a. m., Southern
Railway, August 20. See display adver-
tisement.

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WEATHER FORECAST.

For the District of Columbia,
Maryland, and Virginia—Fair
to-day; to-morrow, unsettled; lit-
tle change in temperature; light,
variable winds.

to say that until ten days had elapsed it
would not have been proper for me to
make such a report."

The only accident to mar the cruise was
the drowning of two negro seamen while
the monitor lay anchored off Indian Head.
Cleora Simms and Ernest Trotter, dur-
ing cutter races, capsized their craft, and
went down before aid reached them.
Neither could swim. Capt. Stratton re-
ported that heroic efforts were made to
reach them by seamen in near-by cutters.
The reserves learned to man the big
12-inch rifles in the forward turrets of the
Ozark like old-timers. The turret crews
drilled daily, and before the cruise was
over they had reached a record that is
not much higher than the average time
taken by regulars to load and train a
big gun.

RAILWAY LAWYERS
FINISH CONFERENCENew Legislation Diagnosed
at Portsmouth.

RESULTS ARE MADE PUBLIC

General Solicitor Rich, of Boston
and Maine, Gives Out Exhaustive
Statement Setting Forth the Pur-
pose and Accomplishments of Sixty-
five Representatives.

Portsmouth, N. H., Aug. 6.—The con-
ference of railroad attorneys of the
country, which has been going on for
the past week closed this afternoon, and
those of the legal lights who have not
planned spending the rest of the season
in New England have left for their
homes.

Through all the sessions, which oc-
curred morning and afternoon, there were
sixty-five attorneys present, representing
roads from Maine to Florida and from
many of the Western States. In addi-
tion, there were representatives of three
of the largest express companies in the
Union, and also advisers to sleeping car
companies, telephone, telegraph, and cable
companies. The following statement by
General Solicitor Edgar J. Rich, of the
Boston and Maine, explains the origin,
purpose, and essential results of the
conference:

First Conference.

"After the passage of the Hepburn act
in 1906, a conference of the counsel of
the principal railroads of the country
was held at Atlantic City for the pur-
pose of determining the meaning of the
act. The result of this conference was,
in a general way, to bring about a com-
mon acceptance of the meaning of many
of the more or less ambiguous provisions.
Another idea was to effect an under-
standing with the Interstate Commerce
Commission for the purpose of bringing
about harmony of action. The commis-
sioners on more occasions than one have
expressed the opinion that the hearty co-
operation shown by the railroads in their
relations with the commission was due
in no small degree to the work of this
conference.

No Evasion Sought.

"As at the Atlantic City conference, there
has been no disposition whatsoever on
the part of anyone to suggest means of
evading the act. The sole purpose has
been to construe the act and to advise
the railroad officials as to what they
must do in order to comply with it in
letter and spirit. There has undoubtedly
been a change of attitude of the rail-
roads and of counsel toward government
regulations within the last few years.
This undoubtedly is due principally to the
education which has been the result of con-
tinued agitation against railroads.

"The act has been taken on any of the
of the numerous questions submitted, al-
though on many of the questions there
has been a substantial unanimity of
opinion.

"The most important clause which has
been discussed is section 4 of the old act
as amended by the Mann-Elkins bill,
which is known as the long and short
haul clause. This legislation is more or
less radical. It was thought that Con-
gress had passed a pretty moderate pro-
vision, but careful consideration has
shown that the amendment is very far-
reaching.

"Perhaps the most momentous ques-
tion in connection with this is the effect
it has on export rates. It has been the
custom of all railroads to give lower
rates on commodities intended for ex-
port than on the same commodities in-
tended for domestic consumption. It is
in this way that the country has been
able to market its surplus product. But
for these lower rates, there would be
much greater difficulty in selling our
surplus and keeping our workmen em-
ployed. The conference has not taken
any view on this proposition, but it
seems to be the general sentiment that
there is nothing in the act which will
interfere with this practice. Certainly,
if the act should be so narrowly con-
strued as to prevent this, it would be a
very serious blow to our industry.

Delegation of Power.

"There has been much discussion as to
whether the provisions in the act which
requires the railroads to make no greater
charges for intermediate points than for
remote points without the consent of the
commission is a constitutional one on the
ground that this is a delegation of legis-
lative power and that Congress cannot
delegate to an administrative body the
power of determining broad lines of pub-
lic policy. It would seem as if the com-
mission in the exercise of this power
would have the right to determine
whether or not competitive points which
have been built up and have prospered
by reason of competition shall be de-
prived of those advantages. There is,
however, a marked reluctance on the
part of counsel to suggest testing this
question. This reluctance is doubtless
due to the desire not to antagonize public
opinion.

"New Orleans, Aug. 6.—Passengers ar-
riving from Bluefields report that the
steamship Dictator was fired on from
Bluefield Bluff by the Madrid forces
while trying to enter Bluefields harbor.
There was a guard of American marines
on the vessel at the time. The fort fired
a shot across the bow. The American
officer in charge of the marines ordered
the captain to proceed on his trip and
pay no attention to the shot.

Six other shots were fired, but no harm
was done. Vigorous protests have been
filed by the Estrada government with
the Norwegian authorities against the
proposed sale of the Norwegian steamer
Columbia to the Madrid government as
an addition to the Nicaraguan fleet.

MARINES FIRED ON.

There last night Ambassador Uchida
tendered Baron Oura and his companions
a dinner. All of the Japanese Embassy
attended and also Frank Millet, of this
city. Mr. Millet is the representative
here of the Japanese Exposition, which
is to be held in 1917 to commemorate
the Mikado's half century on the throne.

Through the baron's interpreter the
jingo press of the United States, which
has been emphasizing a possible conflict
with the island empire, was held as
ridiculous. He said, in part:

"Japan is the last country to want
to go to war with anyone. The conflict
with Russia is too recent, and the people
there suffer too much yet to even think
of embarking on another war. And why
should we go to war with the United
States? It should be the last nation with
whom we should have any misunderstanding.

"No such thought ever enters a Jap-
anese's head. It is silly. You might just
as well expect a star to fall on the
earth to-morrow or the sun to run into
our globe. Japan never thinks of such a
thing. It is all a one-sided question. No
papers in Japan ever hint at the possi-
bility of a war."

Member of Cabinet.

Baron Oura was formerly minister of
communication in the Mikado's Cabinet.
He had control over the post, railroads,
shipping, and communication and trans-
portation of every character in the
island. A change of Cabinet four years
ago caused his resignation, but two years
later he re-entered the Cabinet with an
appointment to his present position.

The baron is a small man, as is com-
mon to his country. He wears a short
white mustache, a small goatee, and a
genial smile.

The party will leave to-night for Pitts-
burg, stopping off there a short while
to-morrow, an thence proceeding to Chi-
cago. He leaves San Francisco on Aug-
ust 16 for Tokyo.

CAPITAL PYTHIANS

WIN DRILL HONORS

Capt. F. M. Pelzman Captures

Individual Prize.

Washington Company No. 1, Military
Department, Knights of Pythias, was an-
nounced the winner of the first prize of
\$50 in Class B, at Milwaukee, Wis., yester-
day.

Capt. Frederick M. Pelzman, of Wash-
ington Company, No. 1, not only led his
company to victory, but won the indi-
vidual prize of \$50 awarded to the best
company commander. These prizes were
won in the competitive drill, Military De-
partment of Knights of Pythias, during
the grand encampment of the order held
during the past week in Milwaukee.

Washington Pythians are jubilant over
the success of their crack company and
Commander Pelzman. He is the youngest
commander of the order, having been
initiated into the order this year at the
age of twenty-one. He was commissioned
captain of Washington company in June,
and worked persistently to get his com-
pany in shape for the contest.

High Rating Awarded.
The grade of 35.9 was given them.
Capt. Pelzman was captain of Company
L of the high school cadets in 1908. He
is a student in Georgetown University
Law School, and will graduate next year.

The personnel of the company is as
follows: Captain, Frederick M. Pelz-
man; first lieutenant, George Whit-
man; second lieutenant, David W.
Weinstein; first sergeant, Otto Sontag;
second sergeant, Richard T. Whiting;
sergeants, A. T. Adams, J. B. Con-
nor, H. F. Douglas, I. A. Emmons,
H. F. Garrett, O. Hauschild, J. Holmes,
M. W. Knight, M. H. Konigsberg, G.
T. Little, E. Lippard, S. C. Lizer,
W. E. Mathews, P. P. Patrick, B. A.
Reeves, G. Ryall, G. W. Sellers, B. R.
Sherwood, E. Shontz, H. Pelzman, J.
Taylor, W. Wolfe and F. J. Williams;
quartermaster, J. E. Wilson; mascots,
Tolbert and Louis Pelzman.

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and Ohio R. R.
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HOBBLE IN DAILY USE.

BARON OURA STOPS
IN OUR CAPITALMember of Mikado's Cabinet
Is Guest of Uchida.

PARTY IS EN ROUTE TO 'FRISCO

Minister of Agriculture and Com-
merce of Japan Called to Tokyo
on Urgent Question After Attend-
ing Exposition in London—Unable
to Arrange Appointment.

Baron Kinetake Oura, minister of
agriculture and commerce of Japan, ar-
rived in Washington yesterday afternoon
en route to his home in Japan. He has
been attending the Japanese-British in-
dustrial exposition in London, and has
been called home because of urgent and
important questions arising in his de-
partment.

He had no opportunity to meet Presi-
dent Taft. The Oceanic reached New
York only Thursday, and it was not pos-
sible to arrange a satisfactory appoint-
ment with the Chief Executive.

On his arrival at Union Station yester-
day the baron and his party of two, con-
sisting of his secretary, T. Mori, and T.
Sakai, attaches from the Japanese Em-
bassy, met them and accompanied the
party to the New Willard.

Uchida Dinner Guest.

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